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MARINE DISASTERS OF THE ALASKA ROUTE

The thousand mile long channel extending north from Seattle to Skagway, Alaska, with its by-ways among the islands, constitutes an unique waterway, like to none other in the world. The story of the casualties that have happened to the fleet that has been plying on this course for over half a century is a long one. It begins in Russian days, and even before the Muscovite had made his settlement on the Alaskan Islands. The way as traced today has names that recall Vancouver, Quadra, Gray, Butterworth, Valdes, Caamano, and others, all of whom helped to trace out this intricate maze.

The first account of a marine accident comes to us from the pages of Vancouver¹ when in August, 1792, surveying the unknown waters of Queen Charlotte Sound, he says, "we suddenly grounded on a bed of sunken rocks about four in the afternoon." The "Discovery" had struck an unknown rock, and the ship had little more than extricated itself from its unfortunate position than the hidden dangers arrested the progress of the "Chatham." Thus began the long line of accidents, some of them disasters, that have marked the coast with wrecks. While all have not been so fortunate as Vancouver in saving their vessels, the loss of life has been remarkably small when the stretch of coast without a lifesaving station is considered.

As late as 1897 the farthest north light-house to shed its beams across the way was situated on Entrance Island at Nanaimo Bay, on the Gulf of Georgia. The first light-houses to be established in Alaskan waters were those at Five Fingers in Stephens Passage and Sentinel Island, Lynn Canal, both in the year 1902.²

For more than fifty years before the first light-house was constructed in Alaska the steamers of Russia and of Great Britain had been conducting their traffic on the route. The Hudson's Bay Company's boats, the "Beaver," "Otter,"³ and "Labouchere," went on their company's busi-

¹Vancouver's Voyages, 1901 Ed., Vol. 2, pp. 209, et seq.

²Light List Pacific Coast, U. S. Govt. Ptg. Ofc., 1914.

The Russians maintained a light in the cupola at top of the Baranof Castle, during many years. When the United States assumed control the Collector requested an allowance to maintain a light, and the request was answered by the Collector being appointed as Superintendent of Lights for the Territory of Alaska, Nov. 11, 1868. A soldier was detailed to keep the light burning, for which an allowance of 40c per diem was paid. This was the first light in Alaskan waters under the United States rule. See Customs Records of Alaska, Letters.

This service was probably discontinued with the withdrawal of the Military from Alaska, for, in 1878, the Special Agent for the District reports "there is not a single lighthouse in the whole district." Report Wm. Gouverneur Morris, 1879, Sen. Ex. Doc. No. 59, 45th Cong., 3rd Sess., pg. 20.

³The H. B. Co.'s boats had several minor accidents and in 1880 the Otter struck a rock near Bella Coola, and sank, but was afterward raised and again put into service.

See Lewis & Dryden's History, page 46.

ness, and, though they met with some accidents, were attended with general good fortune, but as much cannot be said for their neighbor in the fur trade, the Russian American Company. We find their steamer, the "Nikolai I," a total loss near Kake Village in 1861, and the crew owed their lives to the good offices of the natives who saved and entertained them until a vessel arrived from Sitka.^{3½}

The transfer to the United States had scarcely been consummated until the list of losses of American vessels began. The schooner "Growler" was one of the first vessels to reach Sitka, having on board H. M. Hutchinson who purchased the property of the American Company at Sitka. She returned to Victoria and in the Spring of 1868 outfitted for sealing on the Pribylof Islands, sailed by way of the Queen Charlotte Sound and was lost at sea with all on board. Her wreckage and the bodies of some of her crew drifted ashore on the south end of Prince of Wales Island and that is all that tells the story of her fate.⁴

November 25th, 1868, the American schooner "Thomas Woodward" was one of the first victims of the dangerous shoals of Point Mudge. She was under charter to the Quartermaster's Department of the U. S. Army and was laden with stores for the post at Sitka.⁵ The vessel was a total loss but a portion of the supplies were saved and were carried forward by the Br. Str. "Otter" to their destination. Other disasters overtook the transports of the War Department, for on February 16th, 1874, the Schooner "Margaret," sailing from Sitka for the San Juan Islands, was driven ashore near the Kake Village with complete loss of the vessel. The Indians followed the ancient law of the beachcombers and pillaged the cargo.⁶ The U. S. Transport "Newbern" on leaving Wrangell on a stormy fall night in 1869, in Clarence Strait, struck an uncharted rock, tore away her keel, sustaining damages that required her being beached for repairs.⁷

To attempt to chronicle the number of vessels that struck on reefs with more or less damage would be an endless task and in this article only the more important will be noted. The charts used in those years were the ones based upon the surveys of Vancouver in 1793 and 1794, with additions made by British, Russian and American navigators. A ship generally carried all she could secure of each, and then was poorly

^{3½}Alaska and its Resources, 1870, by Wm. H. Dall, pg. 349.

⁴The Seattle Intelligencer, May 4, 1868, May 18, 1868, and May 29th, 1868.

Lewis & Dryden's History, pg. 168.

⁵Seattle Intelligencer, December 14th, 1868.

⁶Report to Treasury Department of Coll. Customs of Alaska of December 16th, 1868.

⁷Report of Coll. of Customs, Alaska, May 24th, 1874.

⁷Report Special Agent, Wm. Gouverneur Morris, pg. 55-6.

equipped.⁸ The revenue steamers "Wayanda" and "Lincoln" seldom made a cruise to Alaska without striking a rock. The Treasury Agent Morris says in 1879: "The U. S. S. 'Saginaw' struck several times while in Alaskan waters. The Alert, an English man-of-war, struck going into Sitka Harbor. The schooner Roscoe, in going to Klawack, struck an unknown ledge and came near being a total loss. The schooner 'Northwestern' struck a rock in Clarence Straits and was beached to save the lives of passengers and crew. The schooner 'Louise Downs,' in Lynn Canal shared a similar fate. The schooner 'Langley' struck a reef in Chatham Straits and was a total loss."⁹ These were before the days of making wreck reports in Alaska and the records of the Custom Office do not record them.

The U. S. S. Suwanee was lost on a sunken rock at the entrance to Queen Charlotte Sound, July 9, 1868, with great loss of life.¹⁰

The first serious wreck along this coast, with great loss of life, was that of the Str. "Geo. S. Wright," and all those who were in Oregon or Washington in 1873 will remember the weeks of waiting and the thrill of horror that went over the coast when day after day passed and no news came from the vessel. The last that was known of her was that she cleared from Sitka on January 20th of that year with officers of the garrison and other passengers. All that was known of her fate was the wreckage that strewed the shores from Queen Charlotte Sound to Prince of Wales Island, and the body of Paymaster Walker, U. S. A., that drifted ashore at Port Bazan, on Dall Island. To the natural terrors of the situation was added the report that the passengers had been captured and tortured by the Hydah Indians, but this last is probably without any foundation whatever.¹¹

In 1875 the U. S. S. Saranac struck the sunken rock in Seymour Narrows, was barely beached and the crew and provisions and ship's papers ashore when she slid off into deep water and sank out of sight.¹² These Narrows claimed another boat in April, 1883, when the Br. Steamer Grappler, trading on the coast, took fire on entering, the tiller ropes burned,

⁸Id., pg. 55. He says: "The want of reliable charts is the great drawback to Alaskan navigation. From the boundary line north, Cape Fox, to the head of inland navigation, including the coast to Bering Bay (Yakutat) the Russian and American charts are entirely unreliable. The English have published no charts north of 54° 40'."

Also says: "Even the best pilots in these waters are continually finding unknown rocks, and if a man goes a few feet out of the track he is liable to fetch up."

What he says is still applicable, as a proof note the Mariposa of July 16th, 1915, the California, on Aug. 17, 1913, the Curaco, on June 21st, 1913, etc.

⁹Id., pg. 56.

¹⁰Seattle Intelligencer, July 20th, 1868, also July 27th, 1868.

¹¹Daily Morning Call, San Francisco, Cal., April 23rd, 1877. Seattle Intelligencer, March 3rd and March 24th, 1873. The body of Paymaster Walker was taken to Portland, Or., for burial, on the Rev. Cutter Wolcott, in 1875. See the report of J. G. Swan, Commr. for Centennial Exhibit from Alaska, Appendix to Morris' Report, pg. 148.

¹²Daily Morning Call, S. F., Cal., June 22, 1875.

the boats swamped, and the passengers were driven overboard only to sink in the swirling waters.¹³

Sept. 13th, 1886, the Str. *Ancon* struck the rock at the entrance to Glacier Bay that is since known as Ancon Rock, off Point Gustavus, and was only saved from sinking by the empty salmon barrels stowed in her hold.¹⁴ She was kept afloat by them until she reached shore where she was beached. The respite of the *Ancon* was brief, for August 28th, 1889, she went on a rock in Naha Bay, at Loring, and her wreckage may yet be seen on the rock at low tide.¹⁵

The number of boats that plied on the Inside Passage to Alaska were few in the earlier years. During the first years of American Occupation the steamers went from San Francisco. Then for a period of nearly ten years Portland was the point of departure for Sitka and once in a month was the time for a trip. During the eighties the route was changed to Seattle and the service increased to twice a month in summer and this service continued with little change until 1897, when the gold rush to the Klondike brought numbers of ships of every description on the run and with an increased number of casualties. Considering the number of boats, their condition, and the lack of aids to navigation, it is only a source of wonder that the marine disasters were not more in number during the closing years of the century.¹⁶

Scarcely had the first ships unladen at the new ports at the head of Lynn Canal, when the S. S. "Mexico," on her way south, passing from Clarence Straits through Dixon's Entrance, struck an uncharted rock in the open sea. The passengers, hand baggage, and the mail were hurriedly

¹³Appleton's Guide to Alaska, 1898, by E. R. Scidmore, pg. 22.

¹⁴The Sitka Alaskan, September 18th, and October 2, 1886.

¹⁵Seattle Post-Intelligencer of September 5, 1889, says "early morning of Wednesday, August 28th," with 111 passengers and 15,000 cases of salmon.

¹⁶In 1867, the Str. John L. Stephens ran to Alaska from San Francisco and was present at the transfer of the Territory. In 1868 the "California" came on the run in March and made monthly trips. The Str. Geo. S. Wright made one trip in July. In 1869 the Str. "Youkon" entered April 26th, from San Francisco. The Br. Str. "Otter" made regular trips from Victoria to Wrangell via Sitka, commencing in 1867. The U. S. Transport Newbern made trips to Sitka and other Army posts in 1869 and other years. The Am. Str. "Active" came in 1869, with the party of Secretary Seward. In 1869 the California and the Geo. S. Wright came from Portland, Or., and the same year the Str. Constantine made trips from Portland. The Gussie Telfair came to the run in Sept., 1871, and the Str. Idaho, in 1872. The Str. Los Angeles made a trip in 1881, and the Eureka cleared on April 26th, and on the margin is the note "wrecked near Peril Straits." In 1884 the "Ancon" came as an excursion boat under Captain Carroll and made three trips during the year. The "Olympian" came 7 trips in 1887, and in 1888 the Idaho and the Ancon alternated in trips, both being on the run, and the Geo. W. Elder made four trips during the year. This year initiated the semi-monthly service. In 1889 the City of Topeka entered the Alaska trade, and in 1890 the Santa Cruz appears and also the Jeanie, as well as the Queen and the Mexico, the Queen being on the tourist run. The route was changed from Portland to the Puget Sound about 1886.

In the earlier years all boats went outside Cape Ommarey, to Sitka, and only small vessels used Wrangell Strait, but in 1884 Captain Coughlin, U. S. N., surveyed and buoyed the channel and it was used from that time forward. See E. R. Scidmore, Alaska Guide 1898, page 73.

transferred to the ship's boats, and a few minutes later she sank. All of the crew and passengers safely landed at Port Chester, on Anette Island.

The winter of 1897-8 every vessel that had been lying in the harbors and waterways of the Pacific coast was renovated and put in the Alaska trade. Old hulks that had not seen service for years were repaired and sent out to the north. Forty-four different vessels entered the port of Skagway during the month of February, 1898.¹⁷ Of this fleet the *Corona* was one of the first to meet misfortune, but she was in a position to escape with no loss of life and was afterward raised and taken south. Not so fortunate was the "*Clara Nevada*." Leaving Dyea on a stormy night, February 5th, she was seen from Berner's Bay to be on fire and soon after an explosion occurred and the lights went out. Boats attempted to set out from Seward City to go to her assistance but the winds of Lynn Canal drove them back. The next day the *Str. Rustler* set out from Juneau to search for the survivors, but of the crew of 28 men and of all the passengers on board the lost steamer, the number unknown, but one body, that of Purser Beck, was found. The wreck lay on the reef of Eldred Rock, the spars above water at low tide, and a gaping hole confirmed the story of the explosion told by those who witnessed the fire from Berner's Bay.¹⁸ In this month the *Oregon* was blown ashore at Juneau and when the tide receded she was left on shore dry to her very keel. On the 19th the Bark "*Canada*" went on a rock four miles below Skagway, and when the tide fell the vessel heeled over until the horses on board had to be shot to end their misery. The *Str. "Whitelaw"* took fire in the harbor at Skagway on March 4th, went ashore with the wind and burned with a loss of \$75,000.00 in ship and cargo. On April 11, the *Am. Bk. "Mercury"* was driven ashore at the same place and so badly damaged that she was towed to the head of the Tyee Sahnka and abandoned. On August 3rd the towing steamer "*City of Astoria*" struck an unknown rock between Dyea and Skagway, rolled over under the strong wind and tide, and the crew had barely time to escape when she disappeared. October 13th the *Str. "Brixham"* was wrecked on the rocks of Blashke Island, and on November 24th the *Str. "Detroit,"* bound from Skagway for Juneau, went on a reef at the north end of Shelter Island in a driving snowstorm and became a total loss. The list for December closes with the wreck of the fishing schooner "*St. Lawrence*" on her way from Seattle to Juneau, the 28th of December, in a storm near Pybus Bay.

The year 1899 was a fortunate one for the vessels on the southeastern Alaska route, the only vessel to go down being the *Br. Str. "Cutch,"* one

¹⁷Customs Records, Skagway Office, Alaska.

¹⁸Alaska Searchlight, Juneau, February 12th, 1898.

Skagway Alaskan, February 14th, 1898.

The *Clara Nevada* was formerly the Revenue Cutter *Hassler*.

of the fleet that came with the northern rush. She had been the private yacht of a Rajah of a province of India, was brought to these waters, sank in Stephens Channel, was raised and sold to the United States of Colombia, and there used as a gunboat.

The loss of the Str. "Townsend," January 16th, opened the year 1900. She went ashore about three miles below Haines, in a storm. On December 8th the Str. "City of Topeka" struck on the rocks at the south end of Sullivan Island, Lynn Canal, and her passengers and crew were fortunate enough to reach the shore with enough equipment to make a camp in the midst of the storm that was howling down the Chilkat Inlet.

On a pleasant evening, August 14th, 1901, the Br. Str. Islander left the port of Skagway on her way south, and made her way down the magnificent waterway of Lynn Canal. The night was calm and there was not a hint of danger as she plowed her way along the inland waters. At 2 A. M. the next morning, just west of Douglas Island, in Stephens Passage, a sudden shock nearly threw the sleeping passengers from their berths. All was excitement, many of the passengers rose, dressed and hurried out to find the boats being made ready and the ship headed toward shore under command of the Pilot. The Captain, coming on deck, assured the frightened people that there was no danger, ordered the ship on her course and the boats taken in. He had no sooner done so when it was seen that she was taking water fast and the boats were again ordered out and the ship headed for shore. Then confusion prevailed and a rush was made for the boats. One boat was launched and with women and children on board was swamped by others jumping from the sinking vessel. Another boat was swinging at the davits and a man handed his wife into it. He was a moment after knocked into the boat by some one running against him, and the same moment the after fall was loosed, the boat swung by the prow, he fell to the water and his wife hung to the thwarts. The ship was hardly headed for the shore when she sank, taking with her one of the boats and a raft that had been launched. A woman on the deck was carried down the ventilator by the water as the ship sank. A fog hung over the water, making it impossible to distinguish the land, though it was but a short distance away. Soon a boat reached the land, a fire was built and the work of rescuing the survivors, and resuscitating them after the chill of the waters, was begun by those fortunate enough to be able to work. Hour after hour they toiled but many of those rescued from the water died of cold and exhaustion after being brought ashore. Of the crew of 62 men and the passenger list of 111, on board the ship, there were 42 persons who lost their lives, as shown by the official report

of the wreck.¹⁹ The loss of the ship was attributed to striking an iceberg, but it was more than likely that she was off her course and crushed her bottom on the rocks off Point Hilda.

Of all the numerous wrecks on the Inside Passage this has the greatest loss of life.

The Br. Str. "Bristol" was lost Jan. 2, 1902, on the reefs of the islands known as the Gray Island and the Green Island, two round, glacier polished rock masses that rise at the side of the route a little way below Dixon's Entrance in British waters. She was a freighter laden with coal and the master, Captain McIntyre, and six of the crew were lost, while two boats were picked up by the "Cottage City" and their occupants saved.²⁰ The "Cottage City" went on the rocks at midnight on September 8th, 1902, about twenty miles south of Wrangell, on the shores of Etolin Island. The passengers and crew were taken off by the City of Spokane, which fortunately arrived a short time after. The ship was afterward raised and continued on the route until, on Jan. 26, 1911, she piled up on the treacherous shores of Cape Mudge, near the Seymour Narrows, and became a total loss.²¹

As the years passed the rocks took their toll. To attempt to describe the losses in detail would be a lengthy task and but a few of the more important ones can be mentioned. The Bark Richard III stranded and was lost in Clarence Strait on January 23rd, 1907. In 1909 the Str. Ohio was wrecked in Heikish Narrows, above Milbank Sound, with a loss of two lives. In 1911 the Str. Spokane struck Ripple Rock in Seymour Narrows, and there was barely time to beach her in a cove beyond the Narrows. Two lives were lost in consequence of the wreck.

Next to the Islander, the loss of life on the Str. State of California is the greatest that has occurred in any disaster on the Inland Passage up the coast. On a clear, bright day, August 17th, 1913, the ship left the wharf at the Gambier Bay Cannery, swung round from the landing, and settled down on her course toward the mouth of the harbor. Four minutes after she left the dock an uncharted pinnacle rock ripped open the bottom of the boat as she passed over. The ship was headed for shore and the whistle sounded for assistance. Within three minutes after striking the rock the vessel was beached on the rocky shore and the cannery tugs were on the way to her assistance. No sooner had she reached the beach than the stern settled beneath the surface and she slid back into the deep water, taking with her many of the passengers and crew. The decks

¹⁹Daily Alaskan Despatch, Juneau, August 19th, 1901.
Daily Alaskan, Skagway, August 17th and 18th, 1901.
Alaska Traveler's Guide, Skagway, August 16th, 1901.

Official Report Purser of Islander.

Report of Customs Officer Allen J. Walker.

²⁰Daily Alaskan, Skagway, Jan. 11, 1902.

²¹Records of Pacific Coast S. S. Co., Seattle, Wash.

were raised as by an explosion; the bridge floated off with the Captain shouting his orders as it drifted away; the masts went overboard, smashing the boats that lay in their path; and the next moment there was nothing on the surface but a struggling mass of human beings among the wreckage. The cannery tenders and available small boats rendered every assistance possible, but of the hundred and forty-six persons on board the ship, thirty-five went down to their death.²²

The Str. "Jeanie" after her many years of adventure among the fogs and ice of the north came to her last resting-place at the south end of Calvert Island, Queen Charlotte Sound, on December 19th, and this closes the list of 1913.

In this article the intention has been to confine the account of the wrecks that have occurred directly upon the line of the most traveled highway along the coast between Seattle and Skagway. By going to one side of this route the list would be lengthened accordingly as the digression extended. It would include the "Star of Bengal," Sept. 20, 1908, on the rock mass of Coronation Island as she was being towed to sea, that smashed to fragments on the cliffs with the loss of over an hundred lives; the "Curacao," on June 21st, 1913, on an uncharted rock in the passages west of Prince of Wales Island; the "Delhi," January 18th, 1915, on Strait Island, Sumner Strait, and many others; but no attempt will be made to do so, beyond appending a list of the vessels lost in Alaskan waters so far as is to be procured from the records.

This year of 1915 has claimed one ship, the liner "Mariposa," that went on the rocks at Pointer Island, B. C., near Lama Pass, during a fog on the morning of October 8th. She was northward bound with passengers and freight at the time of the disaster, but fortunately there was no loss of life.²³ This is not the first time she has been near the same end, for, on July 16th, she sustained \$10,000.00 damage by an uncharted rock off Pt. Harrington, Etolin Island, and on July 27th, 1914, she was stranded near Ellamar with a loss of \$14,000.00.²⁴

The waterway from Seattle to Skagway is almost a continuation of the reaches of Puget Sound; a deep channel behind protecting islands that enclose it like a river that has no sandbars and whose current is the tide. When storm or fog does not close down upon the ship, the way is as safe as a harbor; but when the waterway is wrapped in mist, or the snow drives down the inlets, until the shores are scarcely distinguishable a boat length away, then there is danger. The other dread of the navigator is the presence of pinnacle rocks in the channels. A submerged rock may lie where

²²Alaska Daily Empire, Juneau, August 18th, 1913.

²³Juneau Daily Empire, Juneau, Alaska, October 8, 1915.

²⁴See extracts from Customs Records of Puget Sound, and Alaska, as appended hereto.

soundings are made on all sides and indicate deep water; boats may pass over time after time; then on an especially low tide a deeply laden ship will crush her planking and unless she can limp ashore she is lost.

On every trip the log of the ship shows how long is the run on each course, and notes the wind and tide. On running in the fog or storm the same courses are run, checked by past experience, and the echo of the fog signal against the mountain sides give additional warning.

Each year the aids to navigation along the way add to the safety of the boats, and the long delayed drag survey is at last locating the sunken rocks that heretofore cost a ship to find, in almost every case.²⁵

Because of the lack of aids to mariners the marine insurance to Alaska is greater than to almost any part of the world. The rate from Seattle to Skagway is as much as the rate from Seattle to Liverpool, *via* the Panama Canal, in times of peace. The government tax on canned salmon is less than 1%, while the marine insurance on this same salmon from Bristol Bay to Seattle is 3%. With adequate aids to navigation along the coast the rate need not be greater than to other parts of the civilized world. The buoys and lights, the fog signals and the wireless telegraph are fast putting aside the marine dangers of Alaskan waters. Some of them are badly needed, have been long delayed, and are warmly welcomed as they arrive. Thirty-five years elapsed before the first light-house was built and nearly half a century has passed and not a light on Bristol Bay, a place from which there is 1,500,000 cases of salmon shipped each year.

The government has not done, and is not now doing, what it should do toward the upbuilding of the Territory of Alaska. Its policy has heretofore been that of repression, rather than of assistance. If, instead of building forts and maintaining military establishments in the country at an immense cost, only to be abandoned, there had been light-houses and coast protection provided, the advancement of the land would have been secured and property amounting to millions of dollars would have been saved. In every instance it has waited for private enterprise to go ahead in the development, while it reaped a benefit before it made an investment.

²⁵The waters of British Columbia, through which the ships pass on the inland route to Alaska, are better lighted than the American channels. They are not so well protected, however, that vessels do not go ashore or strike sunken rocks, for, in addition to the wrecks already referred to in this article, the following notes are appended, to-wit: Str. "Mexico," Apr. 1, 1887, struck rock in Active Pass; Nov. 24, 1888, Str. "Idaho" struck reef, Queen Charlotte Id.; July 5, 1895, Str. "Portland," pinnacle rock, Dundas Id.; Apr. 17, 1898, Str. "Cottage City," rock, Heikish Narrows; Feb. 12, 1900, Bk. "Colorado," stranded, Johnstone Str.; Feb. 6, 1904, Str. "Cottage City" struck bottom, Seaforth Channel; Jan. 4, 1905, Str. "Santa Ana" stranded, Heikish Narrows; Aug. 16, 1905, Str. "Edith" struck Ripple Rock, Seymour Narrows; Feb. 17, 1907, Str. "Portland" struck rock, Entrance Id.; Sept. 8, 1907, Str. "Santa Barbara" stranded, Active Pass; Feby. 8, 1911, Str. "San Juan" struck rock in Graham Reach; June 29th, 1913, Str. "Dolphin" stranded, Pearse Id., Johnstone Str.; July 5, 1914, Bge. "Gerhard C. Toby" struck Ripple Rock, Seymour Narrows.

With an income greater than the expense, which is a condition that has existed in no other territory of the Union, practically thirty years elapsed before a single permanent public improvement was constructed by the United States. It forgets, that, owning almost the whole of the public domain, it is one of the greatest beneficiaries by the development of the land.

On the other hand, the ones who have realized the greatest results have contributed very little to the cause of advancement. The policy has been to rob the resources and export the proceeds. The salmon fisheries paid absolutely nothing for many years, and today evade a large part of their duties by releasing salmon fry to provide a supply for fish for their own canning the next year. The whole amount paid by the millions of dollars of fish that are taken from Alaska is but a trifle compared with the amount contributed to the other commonwealths to which the wealth thus taken from the country is transferred. The immense sums of gold taken out of the ground have left practically nothing to aid local institutions. The vast sums extracted from the placer mines of the interior, amounting in some years to the sum of over \$15,000,000.00, paid not one cent of revenue and did not add one dollar in permanent improvement of any kind. The lode mines for many years paid no tax of any kind and for years, thereafter, all the revenue received from them was the sum of \$1.00 per stamp in the stamp mills. A mill of three stamps producing a thousand dollars a day paid \$3.00 per year tax, for all purposes. Other mines paid nothing. A million dollars a month of copper ore exported pays no revenue to the Territory whatever.

If the great industries that are exploiting the resources of Alaska, and are taking out vast sums from its mountains and seas, would contribute a reasonable amount toward the expenses of coast protection, and other local needs of the country, and the government would wisely apply that sum, the record of loss would be greatly diminished, and the decrease in the marine insurance would cover the expense.

The government should have, long ago, placed the ordinary safeguards to commerce along the shores, as a sane business investment to prevent the loss of existing revenue producing property, and to add such property by encouraging and safeguarding development.

The Government owns the great bulk of values in Alaska. This property is useless and non-productive of revenue until used. The chief owner should take the initiative in development, instead of lagging behind and waiting for private interests to take the initiative, as it has done in the past.

To this article is appended a list of wrecks in Alaskan waters, that covers only total losses, taken from the Pacific Fisherman of Seattle, Alaska

Fisherman's Number, November, 1914. Also a wreck list taken from the records of the Customs Office at Juneau, Alaska, and this is supplemented by a list of wrecks upon the Customs Records of Puget Sound that have occurred in Alaskan waters. C. L. ANDREWS.

LIST OF WRECKS IN ALASKAN WATERS FROM PACIFIC FISHERMAN

Year Lost	Name of Vessel	Where Lost	Value of Hull and Cargo
1848	Bark Gem	Bering Sea	\$ 75,000
1848	Ship Richmond	Bering Sea	80,000
1851	Ship Mary Mitchell	Arctic	22,000
1851	Ship Acushnet	St. Lawrence Is.	50,000
1851	Ship Mexican	Arctic	22,000
1851	Ship Honqua	Arctic nr. C. Oliver	40,000
1851	Ship Arabella	Near East Cape	25,000
1851	Ship Susan	Arctic	25,000
1851	Ship Washington	Pitt's Island	25,000
1851	Ship Hy Thompson	Diomedes Island	30,000
1851	Ship Globe	Bering Straits	35,000
1851	Ship Armata	Cape North	30,000
1851	Ship Bramin	Arctic	20,000
1853	Ship Liverpool	Bering Straits	35,000
1853	Ship Marcus	Bering Straits	20,000
1853	Ship Kingfisher	Bering Straits	30,000
1853	Ship Citizen	Bering Sea	32,000
1853	Ship Mongongahela	Arctic	35,000
1856	Bark Iris	Arctic	20,000
1862	Sch. E. R. Sawyer	Nunivak Island	15,000
1864	Ship Louisiana	Kotzebue Sound	20,000
1867	Bark Washington	Cook Inlet	50,000
1870	Ship Hibernia	Arctic	25,000
1870	Ship Almiral	Arctic	42,000
1870	Bark Awashonks	Arctic	42,000
1871	Bark Carlotta	Arctic	45,000
1871	Ship Gay Head	Arctic	53,000
1871	Bk. Geo. Howland	Arctic	50,000
1871	Bk. Massachusetts	Arctic	57,000
1871	Bark Oriole	Arctic	35,000
1871	Ship Reindeer	Arctic	43,000
1871	Bark Navy	Arctic	55,000
1871	Bark Seneca	Arctic	55,000
1871	Bark Thomas Dickason	Arctic	60,000
1871	Ship Champion	Arctic	50,000
1871	Bark J. D. Thompson	Arctic	50,000
1871	Ship William Rotch	Arctic	43,000
1871	Bark Monticello	Arctic	41,000
1871	Ship Florida	Arctic	62,000
1871	Bark Eugenia	Arctic	40,000
1871	Bark Fanny	Arctic	51,000
1871	Bark George	Arctic	38,000
1871	Bark John Wells	Arctic	40,000
1871	Bark Oliver Crocker	Arctic	40,000
1871	Bark Roman	Arctic	41,500
1871	Bark Emily Morgan	Arctic	42,000
1871	Bark E. Swift	Arctic	40,000
1871	Bark Henry Taber	Arctic	38,000
1871	Bark Minerva	Arctic	40,000
1871	Bark Concordia	Arctic	55,000
1871	Ship Mary	Arctic	53,000
1872	Bark Roscoe	Arctic	55,000
1876	Ship Arctic	Arctic	60,000
1878	Sch. St. George	Kodiak Island	25,000
1878	Sch. Kodiak	Geese Island	25,000
1879	Bark Mt. Waliaston	Arctic	100,000
1879	Bark Vigilant	Arctic	100,000
1880	Sch. Nagay	Shumagin Island	2,000
1881	Sch. Henrietta	St. Lawrence Is.	25,000
1882	Sch. Sapho	Arctic	25,000
1882	Sch. General Miller	Shumagin Island	15,000
1882	Sch. H. L. Tiernan	Shumagin Islands	17,000
1883	Sch. Wild Gazelle	Shumagin Islands	20,000
1885	Bk. Amethyst	Arctic	50,000
1885	Bark Montana	Bristol Bay	50,000
1885	Bark Gazelle	Arctic	50,000
1885	Bark Rainier	Arctic	50,000
1885	Bark George and Susan	Arctic	50,000
1885	Bark Mabel	Arctic	50,000

1885	Bark Napoleon	Bering Sea	50,000
1886	Sch. Clara Light	Arctic	10,000
1886	Bk. John Carver	Arctic	50,000
1886	Slp. Western Shore	Bristol Bay	100,000
1888	Bk. Young Phoenix	Pt. Barrow	50,000
1888	Bk. Julia Foard	Karluk	42,000
1888	Bark Ohio	Pt. Hope	25,000
1888	Sch. Isabel	Shumagin Islands	15,000
1888	Sch. Vanderbilt	Bering Sea	12,000
1889	S.S. Ancon	Loring	100,000
1890	Bark Eliza	St. Lawrence Is.	50,000
1890	Bark Lagoda	Arctic	50,000
1890	Sch. Silver Wave	Pt. Barrow	10,000
1890	Bk. Thomas Pope	Pt. Hope	50,000
1890	Bkn. Korea	Kalgin Island	75,000
1890	Bkn. Lizzie Williams	Tugadak Is.	100,000
1890	Bkn. Oneida	Sannak Island	125,000
1890	Bark Corea	Cook Inlet	51,000
1890	S.S. Wm. Lewis	Pt. Barrow	150,000
1891	Sch. Sadie F. Caller	Chignik	56,000
1891	Sch. Dashing Wave	Bering Sea	25,000
1892	Bk. Abraham Barker	Arctic	50,000
1892	Brig Alexander	Arctic	50,000
1892	Bk. Helen Mar	Arctic	55,000
1892	Bk. John P. West	Arctic	50,000
1893	Bark Ohio	Nunivak	10,000
1893	Sch. John Hancock	Shumagin Islands	30,000
1894	Schooner Mary H. Thomas	Bering Sea	8,500
1894	Sch. Mascot	Bering Sea	8,000
1894	Schooner Mathew Turner	North Pacific	7,500
1895	Bk. Jacob Howland	Strong Island	50,000
1895	Ship Raphael	Karluk	54,000
1895	Bark Montana	Nushagak	10,000
1895	Launch Annie May	Karluk	1,300
1896	Bk. Jas. A. Borland	Tugidak	114,000
1896	Brig Hidalgo	Arctic	30,000
1897	S.S. Mexico	Dixon's Entrance	100,000
1897	Bkn. Jessie Freeman	Pt. Barrow	50,000
1897	S.S. Orca	Pt. Barrow	100,000
1897	Sch. Rosario	Pt. Barrow	40,000
1897	S.S. Navarch	Arctic	100,000
1898	Ship Sterling	Cape Constantine	75,500
1898	S.S. Clara Nevada	Lynn Canal	50,000
1898	S.S. Brixam	Clarence Straits	100,000
1898	S.S. Anita	Cook Inlet	1,000
1899	Pioneer	Arctic	45,000
1899	S.S. Laurada	Bering Sea	150,000
1899	Bk. Wildwood	Nushagak	95,000
1899	Launch Karluk	Karluk	5,200
1899	Bk. Lizzie Williams	Nome	5,500
1899	Bge. N. A. T. & T. Co. 3	Tugidak	73,000
1900	S.S. Orizaba	St. Michael	15,000
1900	Sch. Jessie	St. Michael	100,000
1900	Bark Merom	Karluk	64,000
1900	Barge Colorado	Wrangell Narrows	50,000
1900	Bark Hunter	Bering Sea	50,000
1900	Bkn. Catherine Sudden	Bering Sea	50,000
1900	Bark Alaska	Bering Sea	25,000
1901	Grampus	Pt. Barrow	50,000
1901	Sch. Laura May	Kvichak	6,000
1902	S.S. Balaena	Bering Sea	100,000
1902	S.S. Chas. D. Lane	Nunivak Island	100,000
1902	S.S. Discovery	Yakutat	50,000
1901	S.S. Islander	Douglas Island	225,000
1902	Sch. Lettie	Port Moller	500
1902	Sch. Anna	Bering Sea	18,000
1903	S.S. Cleveland	Bering Sea	75,000
1903	Launch Delphine	Karluk	900
1903	Sch. Mary and Ida	Bering Sea	20,000
1904	Sch. Mary D. Hume	Nushagak	15,500
1905	Sch. Wm. & John	S. E. Alaska	2,000
1905	Bark Servia	Karluk	205,000
1905	Sch. Pearl	Shumagin Islands	18,000
1905	Sch. Nellie Coleman	Shumagin Islands	20,000
1905	Sch. Francis Alice		15,000
1905	Sch. Laura Madsen	Off Pt. Barrow	20,000
1905	Sch. Marion	Sannak Island	20,000
1905	Sch. Mary Ann	Unga	15,000
1905	Sch. Mayflower	Solomon	3,000
1905	Sch. Seven Sisters	Kotzebue Sound	15,000
1905	Sch. Volant	Bristol Bay	18,000
1905	Gas s. Admiral	Andreosofsky	10,000
1905	Gas s. Anglo Saxon	Chiniak	8,000
1905	S.S. Gov. Perkins	Nome	10,000

1905	S.S. John Reilly	Cape Blossom	60,000
1905	Bg. John J. Mitchell	Yukon Flats	10,000
1905	Sch. Margery	Sanborn Harbor	4,000
1905	Sch. Pirate	Pirate Cove	5,000
1905	Sch. Florence	Egowik	3,500
1905	Sch. Bozanza	King Point	18,000
1905	Bark Coryphene	Off Prince of Wales Island	40,000
1905	SS. Arctic Bird	Kobuk River	10,000
1906	Bark Nicholas Thayer	Kodiak Island	20,000
1906	S.S. Oregon	Cape Hinchinbrook	200,000
1906	S.S. Mariechen	Chatam Straits	300,000
1906	S.S. Themis	Hardigan Reef	120,000
1906	S.S. Miami	Kvichak	10,000
1906	Sch. Excelsior	Nelson's Lagoon	23,000
1906	S.S. Koyukuk	Tanana River	40,000
1906	S.S. Lotta Talbot	Fairbanks	60,000
1906	S.S. Miami	Kvichak River	25,000
1906	S.S. Explorer	Russian Mission	11,000
1906	Bge. Sesnon No. 6	Nome	4,000
1906	Bge. Sesnon No. 9	Nome	4,000
1906	S.S. Rock Island	Chenoo	55,000
1906	Slp. Lila	Dauphin Is. Bay	2,000
1906	Sch. Mary Gray	Dauphin Is. Bay	2,200
1906	Sch. Olivia	Dauphin Is. Bay	2,500
1906	Sch. Sehome	Point Gardner	2,800
1906	S.S. Alexander	Cape Parry	50,000
1906	S.S. Leah	Yukon River	50,000
1906	S.S. Tanana Chief	Kautishua River	20,000
1906	Scow Skip	Mount Andrew	5,000
1906	Barge Gold Star	Tanana River	15,000
1907	Ship John Currier	Nelson's Lagoon	145,000
1907	Sch. St. Paul	Sukhlsh Island	25,000
1907	Bk. Wm. Bayliss	Arctic	50,000
1907	Slp. Alta	Ugashik	650
1907	Launch Odiak	Prince William Sound	3,000
1907	Gas. s. Rita Newman	Simeonof Island	50,000
1907	Bark Servia	Karluk	205,000
1907	Sch. Glen	Unimak Island	20,000
1907	Barge Richard III.	Virago Sound	20,000
1907	Sch. Defender	Kuskokwim Bay	4,200
1907	Gas s. Anglo Saxon	Cape Woolley	8,000
1907	Sch. Bender Bros.	Good News Bay	14,000
1907	Sch. Martha W. Tuft	Kattalla River	14,000
1907	Sch. St. Paul	Chowiet Island	6,000
1907	Sch. Vine	Deering	15,000
1907	S.S. Ella	Tanana River	40,000
1907	Gas s. Hammond	Storey Island	8,000
1907	Barge No. 3	St. Michael	20,000
1907	Slp. Nymph	Hadley	3,000
1907	Gas s. Greyhound	Nome	8,000
1908	Sch. Ivy	Arctic	6,000
1908	Ship Lucille	Ugashik	180,000
1908	Bk. Star of Bengal	Coronation Island	330,000
1908	S.S. Saratoga	Bushby Island	175,000
1908	Sch. John F. Miller	Unimak Island	20,000
1908	Sch. Petrel	Pybus Bay	6,000
1908	Sch. Comus	Lynn Canal	2,500
1908	Sch. Olga	Pt. Freemantle	5,000
1908	Sch. Seven Sisters	Cape Espenberg	10,000
1908	S.S. Agnes E. Boyd	Kobuk River	14,000
1908	Scow Chignik No. 1	Cape Cleare	8,000
1908	Sch. Bear	Near Unalaska	4,000
1909	Ship Columbia	Unimak Pass	78,000
1909	Barge Quatsino	Dixon Entrance	30,000
1909	Barge Charger	Karta Bay	25,000
1909	S.S. Uyak	Karluk	20,000
1909	Gas s. Olga	Arctic	20,000
1909	Gas s. Canella	Vanks Island	4,500
1909	Sch. Linea L.	Portage Bay	4,000
1909	S.S. Florence	St. Michaels Canal	15,000
1909	S.S. Nunivak	Tanana River	35,000
1909	Gas s. Iona	Nome	4,500
1909	Scow Camilla A.	Chignik Bay	15,000
1909	Barge Michigan	Tanana River	18,000
1909	Gas s. Winthrop	Nunivak Island	12,000
1910	S.S. Farallon	Iliamna Bay	80,000
1910	S.S. Portland	Katalla	55,000
1910	S.S. Olympia	Bligh Island	150,000
1910	Revenue Cutter Perry	St. Paul Island	150,000
1910	Sch. Stanley	Sannak Island	8,000
1910	Gas s. Sea Light	S. E. Alaska	5,000
1910	Sch. Bob	Juneau	3,000
1910	Sch. Never Mind	Lynn Canal	3,000
1910	Gas s. Bertha	Carter	8,000

1910	Gas s. H. Johnston	Pt. Hope	25,000
1910	Gas s. Louise	Cape Prince of Wales	10,000
1910	Bge. C. L. Hutchinson	Kaltag	6,000
1910	Bge. K. S. L. Co. No. 7	Channing Island	4,000
1910	Barge Sesnon No. 6	Nome	4,000
1910	Barge Sesnon No. 7	Nome	6,000
1910	Scow Teller	Tuksuk River	5,000
1910	S.S. Princess		5,000
1910	S.S. Elsie	Valdez	20,000
1910	Bge. A. S. L. Co. No. 4	Willow Bay	5,000
1910	Gas s. J. Matthews	Cape Darby	8,000
1910	Gas s. L. S. Sorensen	Cape Addington	15,000
1911	Sch. Czarina	Nagal Island	30,000
1911	SS. Ramona	Cape Decision	150,000
1911	Ship Jabez Howes	Chignik	105,000
1911	Gas. Sch. F. S. Redfield	Cape Prince of Wales	20,000
1911	Sch. Jessie Minor	Nelsons Lagoon	12,000
1911	S.S. Koyukuk	Tanana River	25,000
1911	Scow P. C. S. Co. No. 1	Norton Sound	4,000
1911	Gas s. St. Anthony	Metlakantla	5,000
1911	S.S. Grant	Hecate Straits	45,000
1912	Bk. Hayden Brown	Montague Island	10,000
1912	Sch. Joseph Russ	Chirikof Island	20,000
1912	Gas. s. Laclabell	Near Ketchikan	5,000
1912	Sch. Compeer	Bristol Bay	25,000
1912	Gas s. Oakland	Dry Bay	70,000
1912	Bge. Sesnon No. 13	Nome	12,000
1913	S.S. Yukon	Sannak Island	170,000
1913	S.S. State of California	Gambier Bay	225,000
1913	S.S. Curacao	Warm Chuck	225,000
1913	S.S. Kayak	Yakutat	12,000
1913	S.S. Weiding	Queen Charlotte Island	55,000
1913	Gas Sch. Elvira	Arctic	35,000
1913	Sch. Transit	Kotzebue Sound	15,000
1913	S.S. Armeria (L. H. tender)	Cape Hinchinbrook	400,000
1914	Bk. Gay Head	Chignik Bay	44,000
1914	Revenue Cutter Tahoma	Aleutian Islands	310,000
1914	Bk. Paramita	Unimak Pass	200,000
1914	Sch. W. H. Dimond	Bird Island	35,000
1914	S.S. Karluk	Arctic	45,000
1914	Gas s. Alice	Cape Decision	15,000
1914	Purse Seiner Schold	Frederick Sound	7,000
1914	Gas s. Alert	Near Snettisham	9,000
Total			\$12,792,250

LIST OF WRECKS IN ALASKAN WATERS FROM RECORDS OF CUSTOMS OFFICE, JUNEAU, ALASKA

1868	Am. Sch. Growler, Dixon's Entrance, total loss.
1874	Feb. 16, Am. Sch. "Margaret," near Kake Village, went ashore, total loss.
1875	Sept. 20, Am. Sch. "Sitka," near Wrangell, driven ashore, total loss.
1879	Oct. 30, Am. Sch. "W. H. Wood," near Unga, driven ashore, total loss.
1880	Apr. 6, Am. Sch. "Nicholas," Elainia Is., driven ashore, total loss.
1879	Dec. 5, Am. Sch. "Bella," Unamak, went ashore in storm, total loss.
1881	April 2, Am. Sch. "Goldhunter," driven ashore east of Yakutat, total loss.
1881	April 27, Am. Sch. "St. George," unknown rock near Nuchek.
1881	October 6, Am. Sch. "Pauline Collins," Karluk, total loss \$7,000.
1884	Apr. 28, Am. Sch. "St. Paul," north of Kodiak, total loss \$1,800.
1885	Nov. 22, Am. Sl. "Mary," went ashore in storm, total loss, north point Admiralty Id.
1886	Nov. —, Am. Sch. "Flying Scud," lost at sea near Karluk, 18 lives lost.
1887	March 30th, Am. Sch. "Ounimak" near Pirate Cove, total loss. 7 lives lost.
1886	Sept. 13, Am. Str. "Ancon," near Pt. Gustavus, unknown rock, loss \$20,000.
1890	Jan. 22, Am. Str. "Despatch," ashore in storm, Seymour Canal, damage \$3,000.
1892	Aug. 20, Am. Sch. "Albatross," stranded, Lituya Bay, total loss.
1893	May 26, Am. Bk. "Sea Ranger," uncharted ledge, Kayak Id., total loss \$40,000.
1893	Sept. 23, Am. Sch. "Albert Walter," near Kodiak, total loss \$4,400.
1893	Nov. 6, Am. Str. "Yukon" went ashore in storm, Juneau, loss \$1,500.
1894	May 3, Am. Sch. "Helen," near Yakutat, beached, loss \$6,000.
1894	March 7, Am. Sch. "Undaunted," near Kayak Id., total loss, \$4,100, stranded.
1894	May 11, Am. Whaling Bk. "Jas Allen," sunken rock east of Amlia Id., total loss \$30,000 and 15 lives lost.
1884	Jul. 10, Am. Sch. "Alice," Cook Inlet, stranded, total loss, \$1,200.

- 1894 Jan. 18, Am. Sch. "Mary Wood," near Kodiak, total loss, stranded, \$800.
- 1894 Oct. 12, Am. Sch. "Mist Wood," foundered in storm, off Sitka, total loss \$600.
- 1894 Aug. 20, Am. Sch. "Two Brothers," stranded, Unalaska Id., total loss, \$1,250.
- 1895 Sept. 27, Am. Sch. "Crystal," stranded, Yakutat Bay, total loss, \$3,000.
- , Am. Sch. "Seventy Six," off Kodiak, lost at sea, \$2,000, 7 lives lost.
- 1896 July 30, Sch. "Hero," struck rock, Barren Id., total loss, \$1,000.
- 1897 April 17, Am. Sch. "Therese," Cold Bay, S. E. Gale, total loss, \$3,000.
- 1897 May 31, Am. St. "Arctic," Yukon River, ice, total loss, \$20,000.
- 1898 Jan. 31, Str. Scow, Dixon's Entrance, —?
- 1898 March 8, Am. Sch. "Sitka," off Cape Ommaney, total loss, \$800, 3 men, all on board.
- 1898, Mar. 4, Am. Str. "Whitelaw," fire and ashore, Skagway, \$72,000.
- 1898 Apr. 11, Am. Bk. "Mercury," stranded, Skagway, loss \$11,000.
- 1898 Apr. 25th, Am. Sch. "Elsie," stranded, Chichagoff Id., total loss, \$18,600.
- 1898 Dec. 22, Am. Sch. "Alexandra," Kodiak, Goose Id., stranded, \$800, 10 lives, total loss.
- 1898 April 11, Am. Bk. "Mercury," stranded at Skagway, loss \$3,000.
- 1898 June 2, Bge. "General," foundered at sea, loss ?
- 1898 July 3, Str. "Alfred J. Beach," foundered at sea, total loss, \$42,000.
- 1898 June 21, Am. Scow "Argo," foundered off Dixon's Entrance, \$4,500, total loss.
- 1898 July 4, Am. — "Constantine," foundered at sea, total loss \$37,000.
- 1898 July 25, Br. Str. "Mono," went on rocks, Bushy Id., loss ?
- 1898 June 28, Am. Steel Barge, foundered at sea, \$15,000.
- 1898 June 17, Am. Steel Barge "No. 1," foundered at sea, total loss \$17,000.
- 1898 July 1, Br. Str. "Marquis of Dufferin," foundered at sea, \$41,000.
- 1898 June 20, Am. Bge. "No. 5," off Cross Sound, foundered, total loss \$4,000.
- 1898 July 27, Am. Bge. "No. 6," foundered near Dutch Harbor, \$4,000, total loss.
- 1898 —, Am. Bge. "No. 7," off Cross Sound, foundered \$4,000, total loss.
- 1898 July 28, Am. Bge. "No. 8," near Dutch Harbor, foundered, \$4,000, total loss.
- 1898 Aug. 7, Am. Bk. "Guardian," stranded, Unimak Pass, total loss \$12,000.
- 1898 Aug. 3, Am. Str. "City of Astoria," unknown rock near Dyea, \$7,000, total loss.
- 1898 Aug. 19, Am. Sch. "Louise J. Kennedy," near Pt. Hope, total loss, \$17,000.
- 1898 Aug. 1, Br. Str. "Stickine Chief," foundered at sea, total loss, \$37,000.
- 1898 Nov. 24, Am. Str. "Detroit," stranded on reef near Shelter Id., \$12,000, total loss.
- 1898 Dec. 28, Am. Sch. "St. Lawrence," Pybus Bay, ashore in storm, \$4,000, total loss.
- 1899 Apr. 1, Am. Sch. "Foam," near Unga, total loss, stranded, \$400.
- 1899 Jul. 31, Am. Bge. "St. Michaels No. 8," stranded, near St. Michael, \$5,000, total loss.
- 1899 July 31, Bge. "St. Michaels No. 1," near St. Michaels, loss \$5,000.
- 1899 Aug. 26, Am. Str. "St. James," capsized in Yukon, total loss, \$8,000.
- 1899 Nov. 4, Am. Str. "Dora," struck ice in Icy Straits, damage \$2,000.
- 1899 Nov. 27, Am. Sch. "Adventure," stranded, —, total loss \$500.
- 1899 Oct. 28, Am. Bk. "Mermaid," whaling in Arctic Ocean, storm, \$29,000.
- 1899 Dec. 12, Am. Bk. "Colusa," near Sitka, on rocks in storm, \$20,000.
- 1900 Jan. 16, Am. Str. "Townsend," near Haines, went ashore, \$40,000, total loss.
- 1900 Jan. 31, Am. Sch. "Wolcott," struck rock near Ayak Bay, Kodiak, total loss, \$——?
- 1900 June 23, Bktn. "Leslie D.," stranded Nunivak Id., total loss, \$23,000.
- 1900 June 6, Am. Bk. "Alaska," stranded near Nome, total loss, \$55,000.
- 1900 June —, Am. Sch. "Eclipse," stranded near Cape Romantsoff, \$80,000, total loss.
- 1900 Sept. 17, Am. Str. "Orizaba," stranded on ledge near St. Michael, \$75,000, total loss.
- 1900 Sept. 12, Sch. "Genl. McPherson," Safety Harbor, total loss \$7,000.
- 1900 Sept. 10, Am. Sch. "Sequoia," stranded in storm, Nome, loss \$18,000.
- 1900 Sept. 12, Sch. "Prosper," stranded near Nome, total loss, \$——? 1 life lost.
- 1900 Sept. 12, Am. Bge. "Skookum," stranded in storm, Nome, total loss, \$43,000.
- 1900 Nov. 29, Am. Str. "Tillamook," stranded at Wood Island, \$30,000, total loss.
- 1900 Dec. 8, Str. "City of Topeka," stranded, reef near Sullivan Id., \$25,000.
- 1900 Dec. 23, Am. Sch. "Idler," stranded Coronation Id., total loss, \$——?
- 1900 Oct. 13, Am. Sch. "Francis Alice," Bering Sea, total loss, \$6,000.
- 1901, Mar. 3, Am. Sch. "Anna," ashore in storm, Sannak Id., total loss, \$29,000.

- 1901 Feb. 20, Am. Sch. "Lliamna," stranded, Kogatoska, total loss, \$4,000.
 1901 Sept. 12, Am. Str. "Dusty Diamond," stranded Golovin Bay, \$2,000, total loss.
 1901 July 15th, Am. Bk. "Oakland," stranded near Port Clarence, \$23,000, total loss.
 1901 Oct. 20, Am. Bge. "Maude," stranded, 3 miles east Lamont Pt., \$6,000, total loss.
 1901 Nov. 2, Str. "City of Topeka," collision with ice, Taku Inlet, \$6,000.
 1901 July 23, Am. Str. "Queen," struck rock near Five Fingers, \$5,000 damage.
 1901 Mar. 30, Ch. Sl. "Fearless," struck rock near Dutch Harbor, \$30,000, total loss.
 1901 Nov. 9, Am. Str. "Orlone," carried away by ice, Kotzebue Sd., \$2,000.
 1902 Apr. 21, Am. Sch. "Viking," stranded, Unga, total loss, \$10,000.
 1902 Aug. 20, Str. "Will H. Isom" and 2 bges. ashore Pt. Romanoff, \$35,000 damage.
 1902 Sept. 7, Am. Str. "Cottage City," stranded, Etolin Id., damage \$50,000 ship and cargo.
 1902 Sept. 6, Am. Sch. "J. B. Ward," stranded, Unimak Id., total loss \$2,000.
 1903 Jan. —, Am. Sch. "Nor'west," stranded Wrangel Bay, total loss \$——?
 1903 Feb. 4, Sloop "Marina," stranded, reef, total loss, \$250, four lives.
 1900 Aug. 3, Am. Str. "Hattie B.," stranded Nome, loss \$5,000.
 1903 Sept. 4, Am. Sch. "Abbie M. Deering," struck reef, Akutan Pass, \$5,000, total loss.
 1903 Sept. 6, Am. Str. "Excelsior," fire, Wrangel Narrows, loss \$25,000.
 1903 Oct. 25, Am. Str. "Rainier," struck rock, Icy Straits, total loss \$7,000.
 1904 Feb. 24, Am. Sch. "Sehome," stranded, total loss, Douglas Id., \$1,200.
 1904 May 12, Am. Ship "Balelutha," stranded, Geese Id. Strait, \$50,000, total loss.
 1904 Aug. 8, Am. Scow, "Elizabeth," foundered, off Cape Cheerful, \$500.
 1904 Aug. 4, Am. Sch. "Viking," stranded, Wales Id., total loss, \$9,000.
 1904 Sept. 4, Am. Str. "Sadie," uncharted rock, Kotzebue Sound, \$77,500.
 1904 Oct. 23, Am. Sch. "J. L. Perry," stranded on Kayak Id., total loss, \$1,500.
 1904 Nov. 30, Am. Sch. "Columbia," stranded McLeod's Bay, total loss, \$1,000.
 1905 June 21, Sch. "Geo. W. Perkins," stranded, Nome beach, loss, \$6,000 total.
 1905 July 28, Am. Sch. "Barbara Hernster," stranded, Bering Sea, \$36,000, total loss.
 1906 May 20, Str. "Koyokuk," rock, Tanana River, damage \$12,000.
 1906 Sept. 13, Am. Str. "Oregon," struck rock near Hinchinbrook Cape, \$25,000 damage.
 1906 Dec. 27, Sch. "Lesnov," stranded, Wosnessensky Id., total loss \$700.
 1907 June 12, Am. Str. "Ohio," damaged \$75,000 in ice, Bering Sea.
 1907 June 29th, Sch. "Lizzie Colby," stranded, uncharted reef, Bering Sea, loss \$25,000.
 1910 Aug. 5, Br. Str. "Princess May," stranded, Sentinel Id., \$20,000 damage.
 1911 Sept. 7, Str. "Northland," struck reef, Tangas Narrows, damage \$1,000.
 1914 Sept. 20, U. S. Revenue Cutter "Tahoma," uncharted reef, off Aleutian Islands, total loss.
 1915 Jan. 18, Am. Str. "Delhi," unknown reef, Sumner Strait, \$140,000 loss.
 1915 Sept. —, Am. Str. "Edith," foundered, near Kayak Id., loss, total, \$250,000.
 1915 Sept. 23, Am. St. Sch. "P. J. Abler," fire, Douglas Id., loss \$——?

WRECKS IN ALASKAN WATERS, FROM CUSTOMS RECORDS, SEATTLE

- 188- —, Sch. "Edward E. Webster," sunken reef, off Unga Id., \$13,000, total loss.
 1897 Sept. 7, Am. Sch. "Hueneme," stranded Unimak Id., total loss, \$32,500.
 1898 Aug. 7, Am. Bk., "Guardian," Unimak Pass, struck reef, total loss, \$12,000.
 1898 June 28, Am. Str. "Western Star," blown on reef, Katmai Bay, \$46,000.
 1898, March 1, Str. "Eliza Anderson," stranded at Unalaska, total \$10,000 loss.
 1898 Nov. 1, Am. Str. "Wallowa," stranded at Mary Id., uncharted rock, \$——?
 1898 Nov. 4, Am. Bk. "Columbia," near Portland Canal, stranded, \$14,000 total loss.
 1899, March 29, Str. "City of Topeka," struck rock, Wrangell St., \$20,000 damage.
 1898 Nov. 25, Am. Sch. "Reub L. Richardson," near Seal Rocks, \$2,000, stranded.
 1899 June 25, Str. "Geo. Mathews," stranded, near Nome, total loss \$5,000.
 1900 Aug. 14, "Elvin Thompson," near Cape Newingham, total loss, \$1,400.
 1900 Oct. 16, Sch. "Ruby A. Cousins," sunken reef, Pr. Wm. Sound, \$15,000, total loss.
 1900 Oct. 12, Sch. "Emma Louise," near Hone, Alaska, total loss, \$13,500.
 1900 Nov. —, Sch. "Reub L. Richardson," near Cape Nome, stranded, \$10,000, total loss.

- 1904 Nov. 23, Am. Str. "City of Seattle," struck rock at Eagle Harbor, \$9,-
000 damage.
- 1907 Nov. 13, Str. "Jeanie," stranded, Wrangell Narrows, buoy shifted, \$1,-
600.
- 1911 Feb. 7, Str. "Victoria," stranded, thick weather, Hinchinbrook, \$25,000.
- 1911 April 19, Str. "Dora," stranded, Akun Pass, thick weather, \$2,500 loss.
- 1911 Dec. 10, Sch. "Zapora," Nesbit reef, Zarembo Id., stranded, \$8,000
damage.
- 1912 May 6, Str. "Santa Ana," stranded, Channel Id., Tangas Narrows, dam-
age \$3,500.
- 1913 Jan. 10, Str. "Latouché," stranded, Icy Strait, thick weather, \$15,000
damage.
- 1913 Aug. 15, Str. "City of Seattle," grounded, Tongas Narrows, \$1,200
damage.
- 1913 Jan. 15, Str. "Cordo a," grounded, Wrangell Narrows, \$3,000 damage.
- 1914 Feby. 27, Str. "Mariposa," stranded, near Ellamar, damaged \$14,000.